

REMARKS

Claims 1-46 remain in the application. Claims 1 and 20 are in independent form.

Claim Rejections Under 35 U.S.C. §103

Claims 1-6, 20 and 21 stand rejected under 35 U.S.C. §103(a) as being unpatentable over Wessman (U.S. Publication 2002/0066616) in view of Ritz et al. (U.S. Patent 6,588,858) and Takeuchi (U.S. Publication 2003/0010545).

The Examiner states that Wessman discloses a steering control device including a steering transmitting device and a sensor 5, "arranged to detect at least one parameter relating to a condition of the steering actuator and generate a signal indicative of the condition." The Examiner continues with the statement that Wessman also discloses a method to reduce turning radius of the vehicle by braking. The Examiner admits that Wessman lacks any specific terminology relating to brake-steering. For this, the Examiner turns to Ritz which, it is asserted, provides "a better explanation of ... [what] ... [is in fact occurring in Wessman]." The Examiner also notes that Wessman's steering position signal is indicating that a steering actuator is approaching a maximum limit position.

The Examiner admits, in essence, that neither Ritz nor Wessman teach anything specific regarding U-turn control. For this, the Examiner turns not to Ishido, upon which he relied previously, but upon Takeuchi. The Examiner states that Takeuchi includes a "turning pattern" termed a "U-turn" which, he asserts, renders Claims 1-6, 20 and 21 obvious when Takeuchi is combined with Ritz and Wessman. Applicants respectfully traverse this rejection and request that each of Claims 1-6, 20 and 21 be reconsidered in view of these remarks and passed to issue over the Examiner's rejection.

The Examiner cites Takeuchi at paragraph 77, apparently because a "U-turn" is listed. However, the Examiner's attention is directed to paragraphs 72 and 83 of Takeuchi. In paragraph 72, we learn that Takeuchi responds to a "U-turn" request by reversing the directions of operation of the rear wheels, so that the wheels are rotating at a common, but rotationally opposite speed. This rotational reversal is puzzling because an automotive vehicle moving along a roadway could not continue translational motion if one of the wheels reversed its rotation. However, all of this becomes clear when one considers Takeuchi at paragraph 83, wherein it is apparent that Takeuchi is applying his system to a wheelchair, which, of course, may turn about the axis of its main axle by reversing the drive wheels. This is not a U-turn, either in Applicants' lexicon, or the lexicon previously employed by the Examiner during the examination of this case.

Applicant respectfully submits that neither Ritz, nor Wessman, nor Takeuchi, whether taken singly, or in combination with each other, either teaches or suggests Applicant's invention as set forth in Claims 1-6, 20 and 21, simply because a vehicle constructed according to the teachings of these three references could not function as an automotive vehicle, which, by the way, is illustrated in Applicant's specification as a 4-wheel vehicle – e.g., a pickup truck. As a result, no one skilled in the art would combine the cited references, and each of Claims 1-6, 20, and 21 is allowable and should be passed to issue over the Examiner's rejection. Such action is earnestly solicited.

Claims 7-19 and 22-46 stand rejected under 35 U.S.C. §103(a) as being unpatentable over Wessman in view of Ritz et al. and Takeuchi, and further in view of Yamawaki et al. ('113) or Nishizaki et al. ('215) or Shinmura et al. ('975) or Zheng et al. ('847) or Harara et al. ('019) and Recker et al (U.S. Publication 2003/0144780). Applicant respectfully traverses this rejection and

requests that each of Claims 7-19 and 22-46 be reconsidered in view of these remarks and passed to issue over the Examiner's rejection.

Each of Claims 7-19 and 22-46 depends from one of the independent claims previously discussed, in other words, Claims 1 or 20. Neither Yamawaki, Nishizaki, Shinmura, Zheng or Harara teach or suggest anything regarding determining whether an automotive vehicle is in a U-turn, and having made such a determination applying brake-steer in any fashion which one skilled in the art would employ. As a result, each of Claims 7-19 and 22-46 is allowable over the Examiner's rejection and should be passed to issue. Such action is earnestly solicited.

Concluding Remarks

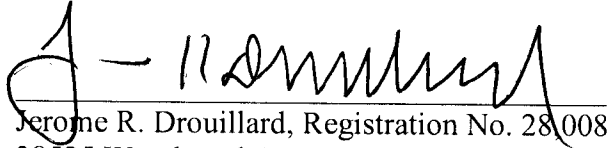
Reconsideration of this application as amended is respectfully requested.

It is believed that this application is now in condition for allowance. Further and favorable action is requested.

The Patent Office is authorized to charge any fee deficiency or refund any excess to Deposit Account No. 06-1510.

Respectfully submitted,

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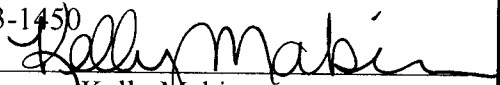
I hereby certify that this correspondence is being deposited via electronic submission on the USPTO website.

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on 02-15-08


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